WILLIAM OFFLEY

AQUATIC HEROES.

THE POTOMAC BOAT CLUB.

HISTORY OF THE ORGANIZATION.

Members Who Have Brought the Club Colors to the Front.

All athletic sports have their seasons of popularity. The flood-tides of success and the ebbings born of laziness afflict the various branches of physical endeavor to a greater or less extent, but these fluctuations are less numerous and less easily seen in the aquatic branch than in any other. Boating always has been, and always will be, one of the favorite forms of pleasurable pastime, and in this respect it differs materially from those other national amusements which relieve the overtaxed mind, bring the ruddy glow of health to the aforetime pallid cheek, and harden the hitherto flaccid muscle. Occasionally there will arise new methods of physical culture to which novelty and fashion will attach hosts of temporary followers, but boating still retains its grip upon both sexes. No form of amusement that can possibly be invented will ever supersede of this city. Then the red-shirted youngsters that combination of grace, skill, and beauty-a boat, a young oarsman and a girl; and when the three are together on the upper Potomac on a clear moonlit night, then the art of rowing, or of not rowing, as the case may be, comes very near to being all that bliss-seeking man could possibly require it to be. But it is not all of boating to row fair damsels up where the shadows of the Virginia hills shut out Luna's silvery beams; there are other things to be attended to-in daylight, at least-and it was to make a homogeneous whole of business and pleasure that the Potomac boat club was

Everybody hereabouts has heard of the Potomac boat club, and everybody in Washington who is at all interested in rowing has been an admiring witnesses of what the club has, on several great occasions, done to dis-tinguish itself. For nearly twenty years the organization has existed, and in this time it has grown to such an extent as to be almost unrecognizable when compared with the original enrollment.

THE ORGANIZATION OF THE CLUB. It was in the latter part of 1868, or early in

1869, that the idea suggested itself to a few gentlemen of Georgetown to organize a boat club. The proposition was discussed pretty thoroughly and the conclusion was speedily arrived at that a boat club was the one thing needful to complete their happiness. A meeting was held in February, 1869, and commitwere appointed to arrange the business details consequent upon the formation of the desired organization. The result was another meeting on July 6, 1869, and then and there it bears to-day. Its growth was steady and a number of its members soon were heard from a jolly company gathered there and every evening found the moving spirits assembled in their cozy resort, enjoying the pleasure of each other's company. Increasing membership soon commenced to call for more commodious quarters—the members were crowding out the boats—and after the matter had been talked over in a couple of meetings boating matters, and has among its members a it was decided to go ahead and build a structure number of athletes who will strive to make the which should be a credit to the club and large enough to accommodate any probable increase enough to accommodate any probable increase for years to come. The necessary funds were secured on favorable terms, and as soon as the architect, Chas. H. Reid, jr., had completed his plans, the work of building was at once commenced. The result can be seen at any time and the claim of the Potomacs—that there is no finer boat-house in America—is not without foundation.

new feature of the club a success. The following board of governors have charge of the affairs of the club: Mr. Austin Herr, James N. Walsh, S. A. Dougherty, C. R. Zappone, Wm. F. Roberts, Dr. M. F. Finley, O. P. Schmidt, L. A. Fischer, N. H. Duvall, Wm. A. Hungerford, Edward Derrick and Jules P. Woaten. Suitable grounds will be rented, and foundation.

THE CLUB-HOUSE. The building's dimensions are 65 by 97 feet, more than a third larger than any other boathouse in the city. In appearance the building is decidedly attractive. The two stories are surmounted by a high French roof, on the river end of which is a graceful tower 58 feet high, capped with an 8-foot finial. The roof is otherwise broken with gables and peaks, and is in conjunction with the rest of the building a very happy piece of architecture.

THE INTERIOR AND ITS CONTENTS.

The interior arrangements could hardly be improved upon. Everything has been done to contribute to the comfort of members and their guests by making all the appointments first class. The entire lower floor is given up to the storage of boats, of which the club and its members have a valuable assortment. Besides possessing a magnificent ten-oared barge, it also has two eight-oared shells, six fours, three six-oared gigs, three pleasure boats and two singles. The individual members own some of the finest speciment of the pleasure boat ever made by any builder or owned by any oarsman. Two large sliding doors open out on the float, which, on fine evenings, is always well populated. Alongside the float is a canal 62 feet long, in which the barge and shells can be launched in safety.

practically been wiped out of existence, is presently been wiped out of existence and existence and

THE SECOND FLOOR is devoted to the members. On the north side there are 250 lockers and the accompanying apartments. The principal rooms are the beautifully decorated ball-room and ladies' reception room. The former is 54 feet long and 34 feet wide. It faces the balcony and can be connected with it by opening the large French windows. The approach to the ball and reception rooms is by an Eastlake stairway of beautiful finish. Both of these rooms stairway of beautiful finish. Both of these rooms are used very considerably, especially during the summer and autumn, when the club gives semi-monthly dancing receptions, which are semi-monthly dancing receptions, which are have given him a

A CREDITABLE BACING RECORD.

As a racing organization the club has covered itself all over with glory. Its first great contest was on Saratoga lake in 1874, when its four-oared shell met the shells of the famous Beaverwicks, of Albany; Atlantas, of New York; Reaverwicks, of Albany; Atlantas, of New York; Nassaus, and a number of other prominent northern crews. The Potomac's crew was made up of Truax, Carpenter, Randall and McBlair. Nothing but the Beaverwicks' fouling them prevented them from taking the first prize, much to the surprise of their antagonists, who had regarded the Potomacs as inferior material. In spite of the foul they finished a good third. In 1881 Cropley, Morgan, Bailey, and McKinney tried conclusions at Richmond with the Undines and L'Hirondelles, of Baltimore, and the Analostans and Columbias, of this city. During the race the Potomacs succeeded in fouling every buoy on the course, and yet won by several lengths in fast time. In the season of 1882 there was but little good rowing material available, and the only race won was material available, and the only race won was by a light-weight crew in the Potomac regatta. In 1885 they opened by defeating the famous Elizabeths, of Portsmouth, and the equally good crew of the Columbias, of this city, at Lynchburg. In the August regatta they had three entries for singles, and two of them-Kearney and Fisher-won. In the second Po-tomac regatta the "red shirts" showed up in great style, as out of four entries in the crew races they captured three—the senior, junior and light-weight fours—leaving the eight to the Columbias. In the senior four-oared race the crew defeated the champions of the United States—the Eurekas, of Newark—and the Crescents, of Philadelphia. The struggle was an extremely exciting one, and the Potomacs succeeded in almost spoiling their chances by running afoul of a tug when near the finish. They won, though, by a good half length. In 1884 there was less activity but the Potomacs won the senior four race in the Potomac regatta, again defeating the Elizabeths, of Portsmouth, and the Columbias. There was dissension in the club in 1885—a good deal of it—and the result was a season apparently wasted, but the year following more than sup-plied the deficiency. A number of new mem-bers were admitted, the management was more vigorous, more aggressive, and several of the new men proved to be most desirable racing material. The first race of the year was at Fredericksburg and there or living a light material. The first race of the year was at Fredericksburg, and there, on July 4, a light-weight crew walked away from the best senior crew the Analostans had. Fred. Plaisted was then secured as a trainer and he at once set to work to put the men in the best possible condition for the annual Potomac river rediction for the annual Potomac river rediction.



THE POTOMAC BOAT HOUSE.

ning the eight-oared race against the Columbias, the first "eight" victory in the club's his-

In 1887 the senior crew went to Newark, N. on June 11, and there defeated the famous Institute crew, who a few months afterward rowed almost a dead heat with the Toronto club for the national championship. The Fourth of July was the next great day. At Alexandria the Potomacs won the junior and senior fours, the senior sculls, and the eightoared shell, defeating the Columbias in each race. On September 4 the greatest race the club had ever entered for was won at Staten Island. The prize was the Staten Island championship trophy for "eights." The best clubs in the land were represented by their best men. It was a struggle of the giants, and the Potomac giants won in 5 minutes 10 seconds—the fastest mile on record against a current. Before the month was out—on September 28—two more victories were added to the record. They were the senior four and eight at the Potomac river regatta.

The season of 1888 was not marked by any particular activity. At the Alexandria regatta the club took four prizes—the senior and junior fours and the senior and junior singles, the two latter being captured by Sawyer. At both the Sunbury and Potomac river regattas there was but one crew-the senior four-entered. In each the crew disqualified by acci-dental fouls. The gig crew would have started here had it not been for the injuries they suffered from the storm, which came very near to making the meeting a tragic one. This season will probably be a busy one,

meeting on July 6, 1869, and then and there although none of the men have commenced to the club became a fact, with the same name that row. The "eight" will start at Staten Island on September 3. and will do its best to duplinumber of its members soon were heard from in the contests of those days. The headquarters of the club were established on the site of senior and junior fours, the eight, a gig and the present handsome structure, but the build-ing was unpretentious and small. Many they will have a starter in every event. AS AN ATHLETIC CLUB.

At the meeting of the club last Wednesday evening it was decided to incorporate an athletic club under the name of "The Potomac Boat and Athletic Club."

The club has always taken a high rank in is one of the leading oarsmen of the club, ocnew feature of the club a success. The followbe in readiness to join the Amateur union.

PRESIDENT HERR.

The the other members of the senior four he belongs to the "eight," and his place therein

By members of the Potomac boat club no he retires. Mr. Elmore name is held in higher esteem than that of is one of the handsome



1870, and has always been at the head and front of everything relating to its interests. active interest in matters adjusted is another of the Georgetown boys in which ters adjusted and figured quite conspicuously as a promising single in promising single been a good general

valuable member. In AUSTIN HERR. 1886 he was elected to the club's presidency, succeeding ex-Commissioner Wheatley in that responsible capacity. Under his careful and business-like administration the club debt has practically been wiped out of existence, its pres-York and Richmond. He is now in China look-ing after certain business enterprises in which he is interested, but is expected home the latter part of this month. Mr. Herr is married and has a family. His home, on the heights of old Georgetown, is one of the most attractively conspicuous of all the beautiful homes there are in and around this beautiful city.

THE CAPTAIN OF THE CLUB, Claude R. Zappone, has been a member of the organization for nearly twelve years, and Robinson yearns for fame as a military man

tion have given him a more than ordinary share of hard work, for the best in the many of the club's history. Whatever he thought was for the best interest of the club he has done, not sparing himself in any way. Nearly a hundred medals and numerous banners and cups have been captured during

his term of office. The success that has of late C. R. ZAPPONE. attended the racing efforts of the club is due He is a fair oarsman and has an enormous fund of information on boating matters, and especially on the rules which govern racing. This is conceded at home and has been recognized abroad, for he has acted as referee on a number abroad, for he has acted as referee on a number of important occasions at Fredericksburg, Baltimore, Alexandria, and lately at the big regatta at Newark, being on this occasion the unanimous choice of the entire Passaic navy. In addition to his many other good qualities he is married and has a son, who will, if all goes well, be one of the future captains of the

COXSWAIN DOTLE

He who says he knows not John Hadley Doyle argues himself unknown. John has, as every Georgetown boy is supposed to have, a



good dea! of the duck in his make up, and it is therefore eminently proper that he should been a lieutenant for has held. A search over the club records shows that almost con-tinuously since his election to membership he another. The welfare of the club and the pro-

Staten Island regatta, when, in a start of six closed the day and glorified themselves by win- crews, the Potomacs' boat was pocketed. He worked her out of that awkward place very speedily and won, after giving the Staten Island boatmen the finest exhibition of steering they ever saw or ever will see until he goes there again. He is married and has a little dark-eyed miniature of himself, who is already being trained up in the way in which a young coxswain should go. John's popularity is only bounded by the extent of his acquaint-

> The next four men seem, to a certain extent, inseparable. They have always pulled together and have never rowed in a race without each other; neither have their respective positions

in the boat been changed.

THE BIG FOUR.

stroke oar of the Potomacs' famous "big four." He joined the club in 1886 and has been a hard worker ever since. He stroked his first race in a junior four contest when he was but eighteen years of age. The defeated crew were the 9 Alcyones, of New Jersey. An hour later he stroked in a senior four race, in which he beat Fairmounts, of Philadelphia (then the champions of the United States), and the Columbias, of this city. No sooner was this race

DYER, STROKE. tomacs and aided very materially in the victory. His racing record of that day shows three races of 11/4 miles each, rowed within a limit of three hours, and all won. Mr. Dyer stands 6 feet in his socks. and is probably the most finished oarsman on the river. His rivals concede him to be the finest exponent of true aquatic skill that the city possesses. He expects to occupy the stroke seat in the "cight" at Staten Island this year. He is unmarried, but "as 'opes."

cupying the bow seat in the "big four" boat. He politics and religion.

became a member of and his place therein will be hard to fill when Austin Herr, their president. Mr. Herr, who was born in needs be to be designat-Georgetown, became a member of the club in social member he is val-

uable and he has been known to plead guilty to the charge of being a ladies' man. He is a draughtsman by profession and a good fellow

E. R. REYNOLDS



which he did in 1885but he knows a good to it manfully and came out of the ordeal a thoroughly-trained racing of muscle and is, in fact. one of the most power-ful men in the club. He is unmarried, and the probabilities are that he will do some of his

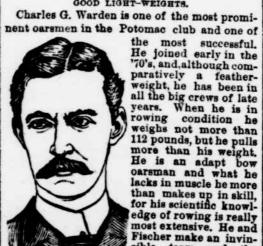
BEYNOLDS, NO. 3. best rowing this year. Georgetown claims him as one of its most prominent merchants, which he undoubtedly is. A. J. BOBINSON.

Not content with his naval conquests, A. J. throughout the entire length of his fellowship and has so far advanced on his way to double

eminence that he is, in addition to being No. 2 in the "big four" and one of the famous eight, captain of a company of District militia—the Columbia Rifles. He en-tered the club in 1885 and has done good work and has done good work at all times. It is not yet known whether or not he will row this season, but the club men and the public unite in hoping he will. His daily bread, with trimmings, is earned in the bureau of engraving and printing. He is expected the second of the alted heavenward to

ROBINSON, NO. 2. the extent of 6 feet and is a decidedly hand-

GOOD LIGHT-WEIGHTS.



the most successful. He joined early in the '70's, and, although comparatively a feather-weight, he has been in all the big crews of late years. When he is in rowing condition he weighs not more than 112 pounds, but he pulls more than his weight. He is an adapt bow oarsman and what he lacks in muscle he more than makes up in skill, for his scientific knowledge of rowing is really nost extensive. He and cible team, and the probabilities are that no two men in the country

c. c. wasden. two men in the country of equal weight could pull away from them. be one of the Potomaca' Either of them can jump into any kind of a lieutenants. He has boat and do well. Mr. Warden is a lawyer by been a lieutenant for four years, but that is not the first office he among his fellows and unmarried.

LOUIS A. FISCHER. Next to Warden, Louis A. Fischer is one of the most successful men in the club. His skill is not confined to the sweep-oar; he is a finished single sculler and has been ever since 1881. He has been a member of nearly every crew since he commenced since he is not confined to the

work to put the men in the best possible condition for the annual Potomac river regets of September 26. He found first-rate material and had considerable difficulty in choosing his four-oared crew. He tested the qualities of the crew which won at Fredricks-lumbia have been untiring to advance all honorable athletics, and especially bosings and it ended in the latter being selected. They, with the other four, made up the crew of the eight. The record of that day is tinted a bright crimson in the annuals of the Potomacs. The first race won was the junior four, and in this they defeated the Alcyones, of Elizabeth, N. J. An hour later and there was a magnificent structure and there was a magnificent structure of nearly every crew since he commenced rowing with the club. As a single sculler he is properly prominent, having met some of the leading men of the country, and always with credit to himself. He is now on the staff of the Sanday Heriat John (no one ever thinks of calling him mister) is a thorough carsman and has done as they defeated the Alcyones, of Elizabeth, N. J. An hour later and there was a magnificent structure all those when he rows. He is married, but will row for the club. As a single sculler he is properly prominent, having met some of the leading men of the country, and always with credit to himself. He has been a member of nearly every crew since he commenced rowing with the club. As a single sculler he is properly prominent, having met some of the leading men of the country. As Hamits any, but you are so no longer. Why is this? It is because you are suffering from the single sculler he is properly prominent, having met some of the leading men of the country. As Hamits any, but you dean of the country, and always with credit to himself. He has been a member of nearly every crew since he commenced rowing with the club. As a single sculler he is properly prominent, having met some of the leading men of the country with the other four, and a usy and a sould be a single sculler he is properly promin

say he will make his mark some of these days elsewhere than in the field of athletics.

first blinked his eyes in the sunshine which upon that particular day flooded Georgetown. Mr. Offley is a thorough scientist in aquatic matters and is a bad man to race against. No more determined man than he ever sat in a boat. His countenance shows this plainly. He is also one of the handsomest men in the club and is a favorite with all who have ever met him-male and female. As a club oarsman he has not been idle, his principal event being the great eight-oared race at Staten Island. Mr. Offley has served the club in a quiet manner in a couple of offices and seems to be none the worse for it. He is a

Written for THE EVENING STAR. On a Lonely Coast. Gray dawn, the sea a waste of night and foam; High walls of rock the driven mists reveal.

Around, with weary cry, the sea-birds reel, With weary cry, as ceaselessly they roam. Like outcast souls, that seek in vain a home, As some strange feverish dream, through which

-R. J. McElhinny.

doth steal Forms, undefined, but yet we vaguely feel; And numb with gloom, more dark than yonder

good business man and single.

The landscape lay. Mad laughter, wailing grief, Rose from the main; as long I lingered there. "Oh, sea! must thou for aye relentless be?" deathward lull, grand, sullen, brief; Then lurid flames across the heavens flare. In wilder joy the waves leap high and free.

MR. BOWSER AND HIS SPOUSE. The Peculiar Pair Discuss Topics For Conversation.

From the Detroit Free Press I had a caller the other afternoon when Mr. Ignatius Dyer, a Georgetown boy, is the Bowser came home, and after she had gone he

asked: "How long was Mrs. Blank here?"

"About half an hour." "And you talked about fashions, I suppose?"

"How?"

"What should we talk about?" "Mrs. Bowser, did it ever occur to you that there was anything in life beyond millinery and dress goods and dressmakers?"

"How! Why, select some subject of senseart, science, mineralogy, the labor question or self-government-and discuss it with calmness and justice, and learn something worth remembering for half an hour. You women folks might as well have been born with a pumpkin over than he turned in as No. 6 in the eight-

catch Mr. Bowser in his own trap before the week was out. Fortune favored me. It was only two days before a neighbor called over as he was at work in the back yard, and for two long hours those men sat down on a ladder and discussed the question whether a back gate should open inward or outward, and the advantages offered by either situation. Mr. Bowser contended for the gate opening out-ward and the neighbor for the opposite, and the discussion resulted in Mr. Bowser getting red clear back of the ears and jumping up to exclaim:

"Well, let's drop the subject right here. There can be cranks on alley gates as well as on "And there can be lunatics outside of the sylums," hotly replied the neighbor. "Don't call me a lunatic!"

"Go home and hang your old gate to the "I'll hang it according to the rules of common When Mr. Bowser came in to wash his hands

"And don't you call me a crank!"

"Mr. Bowser, did it ever occur to you that there was anything in life beyond hanging a He replied with a "humph!" of disgust.

"Select some subject of sense, Mr. Bowser-art, science, mineralogy, the labor question or self-government—and discuss it with calmness and judgment and learn something worth remembering for half an hour!" He looked around in a desperate, helpless

way, and put on his hat and went off without a word in reply. I wasn't going to let him off on that, however. When he came home that evening I had Mrs. Orfendorf over to supper, and as soon as we were seated at the table I queried: "Doesn't it strike you that Germany's policy

submission. Trace the record of the man back as far as you will, and his policy has been either

deal now. Capt. Zappone sized him up at once and placed him in No. 3's place in the "big four." He had lots of hard work, but he stuck to it work, but he stuck at the stage of the stage o ample of other and stronger nations it is about to extend its arms and enfold new possessions." The stare that Mr. Bowser favored me with

made my flesh creep.

"I do so hope you can come down to the next meeting of the Woman's scientific, political and literary club," said Mrs. Ofendorf, as she toyed with her strawberries. "Those gatherings are very, very interesting. At our last meeting we discussed the 'Drift Period,' and at the one next week we shall discuss 'Two proposed amendments to the Constitution of the

"Oh, I'd like to go ever so much, and I think I can promise you I will be there. Can Mr. Bowser come, too?"
"Well, hardly. Men take such little interest

in such things that they are obstructions."

And Mr. Bowser sat there, turning red and pale by turns, until his chair grew so hot that he had to pretend a headache and get excused. I anticipated an awful tragedy after my visitor took her departure, but Mr. Bowser contented himself by saying:
"Now that that shallow-pated, long-nosed old nuisance has finally taken her leave, let's go to

He regained his assurance after a couple of days, however. I was talking to our two-year-old baby, and talking as all mothers talk. when Mr. Bowser flung down his paper and ex-

"Mrs. Bowser, you make me tired talking to that young 'un that way! No wonder so many children grow up to be sap-headed!" "How shall I talk?"

"Talk sense—the same as you would to an adult. He's old enough to understand, and I believe he will appreciate it." "Very well; I'll try."

"Thank you. It's more than I expected you'd The trial came that night. We had scarcely got to bed when baby awoke and began to whine. He had got cold, and was feverish.
"Now, Harry," I began, "snug down and try to go to sleep. It's nothing serious, and I object to being kept awake."

He howled more lustily.

"My son," I continued, "this exhibition of ingratitude astonishes me, and I insist that you change your course of conduct at once or leave my house. Filial respect, if nothing"—
"What in thunder and blazes are you talking about?" roared Mr.Bowser, as he sat up in bed.

"I'm talking sense to the baby,"
"Not by a jugful you ain't."
"Then you try it." "I'll try it by wringing his neck if he doesn't shut off steam! He's howling out of spite!" "Then warn him that you may be compelled to inflict due chastisement, but do it calmly and

grammatically." That's what Mr. Bowser said as he jumped out of bed and disappeared into the spare room, and that was the last I saw of him until morning.

Cuteboy's Clever Scoop. From the Philadelphia Inquirer.

"Maria," said Mr. Cuteboy yesterday, "I made \$20 this morning." "Indeed," said Mrs. C. curiously. "Did Read-

AUCTION SALES.

THIS AFTERNOON.

L'ACCUTORS' AND TRUSTEES' SALE OF REAL ESTATE, WHICH MUST BE SOLD TO CLOSE THE ESTATE OF THE LATE DAVID L. MOR-RISON, DECEASED.

On FRIDAY, the SEVENTH DAY OF JUNE, 1889, at HALF-PAST FIVE P. M., we will sell at public auction in front of the premises, parts of sub lots Nos. 23 and 24, in square No. 1003, improved by two two-story brick dwellings, containing six rooms and bath, with bay-window, hall, &c., and in good repair. Each of said houses having a frontage of 15 feet on H street northeast, with a depth of lot of 72 feet, to an alley, and are numbered 1238 and 1240 on said street.

AT QUARTER-PAST SIX P. M., of same day, in front of premises, we will sell at public auction that business property corner 7th and A streets southeast, being part of lot 1, in square No. 869, fronting 19 feet 7 inches on 7th street and running back along A street 75 feet. The improvements consisting of a two-story brick dwelling, with store-room and store fixtures, cellar, six rooms, and bath, and is now vacant.

On SATURDAY, JUNE EIGHTH, 1889, at SIX P.M., we will sell in front of the premises, all of sublot No. 12, in square No. 183, fronting 27 feet 1 inch on M street, between 16th and 17th streets northwest, and running back an average depth of 110 feet to an alley 30 feet wide, and improved by a wood and coal office, numbered 1626 on said street.

Terms of saie One-third of purchase money to be paid in cash, and balance at one and two years, with interest, payable semi-annually, and secured by deed of trust on the property sold. \$100 to be paid down on each piece of property at time of sale. All conveyancing at cost of purchaser.

WILLIAM F, MATTINGLY, ERAINARDH H WARNER. THIS AFTERNOON.

each piece of property at time of sale. All conveyancing at cost of purchaser.

WILLIAM F. MATTINGLY,
BRAINARD H. WARNER,
ALBERT F. FOX,
Surviving Executors and Trustees of estate of David
L. Morrison, deceased.
jel-dads THOMAS DOWLING, Auctioneer. THOMAS DOWLING, Auctioneer.

AUCTION SALE OF DESIRABLE IMPROVED REAL ESTATE ON THE EAST SIDE OF SIXTH BETWEEN G AND H STREETS NORTHWEST, AND ON THE SOUTH SIDE OF DEFREES STREET, BETWEEN NORTH CAPITOL AND FIRST STREETS NORTHWEST. STREET, BETWEEN NORTH CAPITOL AND FIRST STREETS NORTHWEST.

Under the authority of a deed of trust to the undersigned bearing date April 19, 1889, and recorded in the office of the recorder of deeds for the District of Columbia, on the 27th day of May, 1889, I will offer for sale at public auction in front of the respective premises, the following real estate situate in the city of Washington in the District aforesaid, on the days and hours mentioned.

On FRIDAY, THE SEVENTH DAY OF JUNE, 1889, AT SIX O'CLOCK P. M., lot 50 in Shepherd's subdivision of square 623 with the improvements thereon consisting of a three-story brick dwelling No. 76 on said Detrees street.

ON THE FOLLOWING DAY at the same hour the lot 17 in square 486, with the improvements thereon consisting of a three-story frame dwelling No. 737 on said Sixth street.

Terms of sale: One-third cash on the day of sale, or within ten days thereafter, the residue in two equal installments, payable in one and two years from the day of sale, for which the purchaser's promissory notes are to be given, bearing interest from the day of sale, and to be, secured by deeds of trusts on the property and policies of insurance on the buildings to the satisfaction of the undersigned, or all cash if desired: two hundred dollars deposit on acceptance of each bid and all conveyancing and recording at purchaser's cost. Terms of sale to be compiled with within ten (10) days from the respective days of sale. On failure to do so I reserve the right to re-advertise the property and re-sell the same at the cost of defaulting purchaser. BOBERT S. WERDEN, Trustee.

622 I street northwest, THOMAS DOWLING, my27-d&ds UNCANSON BROS., Auctioneers.

PEREMPTORY SALE OF TWO-STORY FRAME HOUSE WITH BRICK BACK BUILDING, NO. 129 L STREET NORTHWEST,

AT AUCTION.
On SATURDAY AFTERNOON, JUNE EIGHTH, AT FIVE O'CLOCK, we will sell in front of the premises, Part of lot four (4) in square five hundred and fifty-seven (557), beginning for the same at the southwest corner of said lot four (4) in square five hundred and fifty-seven (557), and running thence east seventeen feet five inches (17.5), thence north one hundred and twenty-six feet seven inches (12.6.7), thence south to the point of beginning the said part of said lot four (4), being the west seventeen feet five inches (17.5), thence south to the point of beginning the said part of said lot four (4), being the west seventeen feet five inches (17.5) front by the whole depth of said lot, together with the improvements thereon.

Terms: One-third cash, balance in one and two years, with interest at 6 per cent per annum, payable semi-struntally, or all cash, at out on of the receivers.

Terms: One-third cash, balance in one and two years, with interest at 6 per cent per annum, payable semi-annually, or all cash, at option of the purchaser. If the terms of sale are not complied with in 10 days the property will be resold at the risk and cost of the defaulting purchaser after five days' advertisement in some newspaper published in Washington, D. C. All conveyancing, &c., at the cost of purchaser. A deposit of \$100 at time of sale.

FUTURE DAYS. THOMAS DOWLING, Auctioneer.

ASSIGNEE'S SALE OF STOCK AND FIXTURES OF GROCERY STORE OF R. O. EDMONSTON, 434 NINTH STREET NORTHWEST. By virtue of an assignment to me by R. O. Edmonston for the benefit of his creditors, bearing date June 1, 1889, and recorded June 1, 1889, among the land records of the District of Columbia, I will sell at auction, on MONDAY, JUNE TENTH, 1889, beginning at TEN O'CLOCK A. M.. at the store and premises, No. 434 9th street northwest, all of the stock of Fine Groceries and General Grocery-Store Merchandise in the same. Also, all of the fixtures, including a large safe, large and small scales, elevator, counters, shelving, desks, &c. All to be sold for cash without reserve.

JENEWICKS SAFE WARNEY CONTRACTOR OF THE AND ASSIGNEE.

Jef-dts THOMAS M. FIELDS, Assignee.

LXECUTORS' SALE OF HOUSE NO. 1129 THIRD STREET NORTHWEST.

On JUNE THE THETTENTH, 1889, at FIVE P.M., in front of the premises, we will sell part of lot four (4) of H. B. Sweeney's subdivision of lots in square numbered five hundred and fifty-six (556), duly recorded, beginning at the southwest corner of lot four (4), thence north on Third street northwest twenty feet, thence extending in parallel lines twenty (20) feet distant from each other through from Third street to New Jersey avenue.

Terms: one-third cash, balance in six and twelve months, with notes bearing interest at 6 per cent, and secured by deed of trust on the property sold, or all cash, at the option of the purchaser. Adeposit of \$100 will be required at the time of sale. All conveyancing and recording at the cost of the purchaser. If the purchaser shall iail to comply with the terms of sale within ten days after the sale, the property will be re-sold at his risk and cost. Title good.

A. E. L. KLESE, 416 5th st. n.w.

CHARLES W. KEESE, 467 N st. n.w.

Je7-d&ds

je7-d&ds
CHARLES W. KEESE, 40
Thomas Dowling, Auctioneer. THE CORNER OF NEW JERSEY AVENUE AND WARNER STREETS NORTHWEST AT AUC-

WARNER STREETS NORTH TEST TION.
On TUESDAY, JUNE ELEVENTH, at FIVE O'CLOCK, I will sell on the premises part of lot 99, in square 509, fronting 39 feet on the west side of New Jersey avenue by a depth of 50 feet on Warner street and improved by a nearly new two-story building, containing eight rooms, store-room and cellar and modtaining eight rooms, store-room and cellar and modern improvements.

Also lot 98, same square, fronting 15 feet on New Jersey avenue by a depth of 50 feet, improved by a new two-story brick and basement dwelling, containing eight rooms, modern improvements.

Terms: One-third cash, balance in two and three years, with interest, secured by a deed of trust. Conveyancing at cost of purchaser. A deposit of \$100 required at time of sale.

Je7-3t THOMAS DOWLING, Auctioneer.

VALUABLE IMPROVED PROPERTY ON THE SOUTH SIDE OF K STREET, BETWEEN FOURTEENTH AND FIFTEENTH STREETS NORTHWEST, AT AUCTION.
On MONDAY AFTERNOON, JUNE TENTH, 1889, at FIVE O'CLOCK, in front of the premises, I shall sell at public auction the west part of lot 15, in square 218, improved by a two-story frame house, in one of the best locations in the city.
Terms: One-third cash, balance in 2 years, with notes bearing interest at 6 per cent per annum, and secured by a deed of trust. A deposit of \$200 will be required at the time of sale. All conveyancing and recording at the cost of purchaser.

Je6-dads

ONE OF THE FINEST BUILDING Auctioneer.

THOMAS DOWLING, Auctioneer.

Je6-dads

THOS. DOWLING, Auctioneer.

ONE OF THE FINEST BUILDING LOTS ON COLUMBIA HEIGHTS SITUATED ON YALE ST. NEAR FOURTEENTH ST. N. W. On THURSDAY AFTERNOON, JUNE THIRTENTH, AT HALF-PAS FIVE O'CLOCK, we will sell in front of the premis. S.

LOT THIRTEEN, BLOCK THIRTY-ONE, fronting 50 feet on Yale st., with a depth of 150 feet. This lot is situated in immediate vicinity of residences of Chief-Justice Fuller, and of Judge Harlan, and of Dr. Hammond, and near 14th st., now being paved and overlooking the city.

Terms: One-third cash; balancein 1 and 2 years; notes to be given, bearing 6 per cent interest, payable semi-annually, and to be secured by deed of trust on premises sold, or all cash at option of purchaser. A deposit of \$100 required at sale. Conveyancing, &c., at purchaser's cost. Terms to be complied with in fifteen days, otherwise right reserved to resell at risk and cost of defaulting purchaser, after five days' public notice of such reskie in some newspaper published in Washington, D. C.

Je7d&ds DUNCANSON BROS, Auctioneers.

THOMAS DOWLING, Auctioneer.

THOMAS DOWLING, Auctioneer.

A FINELY BÜILT MODERN TWELVE-ROOM HOUSE, NO. 2026 G STREET NORTHWEST, AT AUCTION.

On THURSDAY AFTERNOON, JUNE THIR-TEENTH, 1889, at SIX O'CLOCK, in front of the premises, I shall sell at public auction Lot 15, Square 103, having a front of 20 feet and \$4 of an inch on the south side of 6 street, by a depth of 120 feet \$8\(\frac{1}{2}\) inches to a 16-foot alley, with the improvements.

Terms: One-third cash, balance in one and two years with notes bearing interest at 6 per cent per snnum, and secured by a deed of trust on the property; \$200 deposit will be required at the time of sale. All conveyancing, &c., at cost of purchaser.

THOMAS DOWLING,

1e7-d&ds

Je7-d&ds THOMAS DOWLING,
Auctioneer.

ONE OF THE FINEST BUILDING LOTS, SITUAND ELEVENTH STREETS NORTHWEST,
AND FRONTING MASSACHUSETTS AVENUE
ON THE STREET STREET AND PARK.

AND FRONTING MASSACHUSETTS AVENUE AND PARK.

On TUESDAY AFTERNOON, JUNE ELEVENTH at HALF-PAST FIVE O'CLOCK, we will seil, in front of the premises.

LOT D, SQUARE 341, fronting 25 feet on L street, with a depth of 124 feet to a wide alley. This lot faces Massachusetts avenue, fronting south, and a government park. For a desirable dwelling the location is unsurpassed, being one of the most elevated parts of the city.

Terms: One-third cash; balance in one and two years, notes to bear 6 per cent interest and payable semi-annually. Conveyancing, &c., at purchaser's cost. A deposit of \$250 required at sale. Terms to be complied with in fifteen days, otherwise right reserved to resell at risk and cost of purchaser after five days' public advertisement of such resale in some newspaper published in Washington, D. C.

Jet-dads

DUBLIC SALE OF PREMISES No. 724 SEVEN.

PUBLIC SALE OF PREMISES No. 724 SEVEN-TEENTH STREET NORTHWEST, BETWEEN PENNSYLVANIA AVENUE AND H STREET.

By virtue of a deed of trust recorded in Liber No. 952, folio 240, et seq. of the land records of the District of Columbia, I will sell at public auction on THURSDAY, THE THIRTEENTH DAY OF JUNE, A. D. 1889, at HALF-PAST FIVE O'CLOCK P. M. subdivision lot No. 21, in square No. 166, in the city of Washington. D. C., improved with a three-story frame dwelling house.

UNCANSON BROS., Auctioneers. DUNCANSON BROS., Auctioneers.

TRUSTEE'S SALE OF VALUABLE PERSONAL PROPERTY... CONSISTING OF DERRICKS, STEAM ENGINES, SHEDS, MARBLE, &c.
By virtue of a decree of the Supreme Court of the District of Columbia, passed May 31, 1889, in equity cause No. 11520, Doc. 29, and a certain deed of trust recorded in liber 1279, folio 323, et seq., one of the land records of said District, I will sell at public auction on WEDNESDAY, JUNE TWELFTH, 1889, at ELEVEN O'CLOCK A. M., on B street southwest, just south of the United States Capitol grounds, the Derricks, Steam Engines, Sheds, Stock of Marble, Granite and other personal property mentioned and described in the aforesaid deed of trust. Terms of sale cash. For further particulars or information apply to CHAPIN BROWN, Trustee, AUCTION SALES.

FUTURE DAYS.

WALTER B. WILLIAMS & CO., Auctioneers.

DUNCANSON BROS., Auctioneers.

TRUSTFES SALE OF IMPROVED PROPERTY ON FIFTH STREET. BETWEEN PAND QSTREETS NORTHWEST, AT AUCTION.

By virtue of a decree of the Supreme Court of the District of Columbis. passed in Equity cause No. 11644, the underskined will sell at public auction, in front of the premises, on TUESDAY, the EIGHT-ENTH DAY OF JUNE. AD. 1889, at HALF-PAST FIVE O'CLOCK P. M., all the following described real estate, in the city of Washington, District of Columbia: Part of Lot numbered nine of Columbia: Part of Lot numbered nine of the mumbered and seventy-eight (478), beginning at the southeast corner of lot numbered in 169, in square numbered and seventy-tipe feet four and one-half inches (93 ft. 44 in.) to the place of beginning, according to the bubdivision of lot numbered nine (9), in square numbered four hundred and seventy-eight (478), beging the property conveyed to Richard Posey by deed dated January 1, 1863, and recorded in Liber N. C. T. 25, at folio 127, of the land records of the District of Columbia. Terms of sale as prescribed by the decree: One-third cash, balance in two equal instalments in one and two years, with interest at six per cent, in notes secured by deed of trust on premises sold, or all cash, at toption of purchaser. Conveyancing, &c., at cost of purchaser. A deposit of \$100 required at time of sale. Terms of sale as prescribed by the decree: One-third cash, balance in two equal instalments in one and two years, with interest at six per cent, in notes secured by deed of trust on premises sold, or all cash, at the control of the District of Columbia. Terms of sale as prescribed by the decree: One-third cash, balance in two equal instalments in one and two years, with interest at six per cent, in notes secured by deed of trust on premises sold, or all cash, at the property of the property

HOMAS DOWLING, Auctioneer.

VALUABLE UNIMPROVED BUILDING LOTS IN UNIONTOWN, D. C., AT AUCTION.

By virtue of a deed of trust dated 5th day of May, A. D. 1887, and duity recorded in Liber No. 1255, fol. 194 et seq., one of the land records of the District of Columbia, and by direction of the party secured thereby, we will sell, at public auction, in front of the premises, on MONDAY, JUNE SEVENTEENTH, 1889, at FOUR-THIRTY O'CLOCK P. M., the following described property, situate in the County of Washington, District of Columbia, to wit: All those certain pieces or parcels of ground and premises known and distinguished as and being Lots numbered 392 to 404, inclusive; lots numbered 367 to 371, inclusive, and lots numbered 527 to 534, inclusive, of the subdivision of the village of Uniontown according to the official plot duly recorded in the surveyor's office of the District of Columbia.

Terms: One-half cash; balance in six and twelve months, with interest, and secured by a deed of trust on the property sold, or all cash, at purchaser's option. All conveyancing and recording at cost of purchaser, A deposit of \$200 will be required at time of sale. If terms are not complied with in ten days the Trustees reserve the right to re-sell the property at the risk and cost of the defaulting purchaser.

JUNEAURY DEPARTMENT, MAY 31, 1889.—

TREASURY DEPARTMENT, MAY 31, 1889.—

JUNEAURY DEPARTMENT, MAY 31, 1889.—

JUNEAURY DEPARTMENT, MAY 31, 1889.—

JUNEAURY DEPARTMENT, MAY 31, 1889.—

O'CLOCK A. M., TUESDAY, JUNE FLEVENTH, 1889, within the Treasury premises and at the Treasury stables, a miscellaneous collection of unserviceable property belonging to this department, consisting of one large safe, one pair coin scales, one horse, one coupe, one set of single harness, two sets of double harness, a lot of rubber hose, tables, desks, chairs, cases, water coolers, &c. Terms of sale: To the highest bidder for cash. Articles sold to be removed without delay, at risk and expense of the purchasers. W. WINDOM, Secretary.

Jel-co4t Duncanson Bros. Aucts.

THOMAS DOWLING, Auctioneer. CHANCERY SALE OF VALUABLE SUBURBAN PROPERTY NEAR ANACOSTIA, ADJOINING THE PROPERTY OF GEO. W. ENOX AND THE HEIRS OF A. ADDISON.

By virtue of a decree of the Supreme Court of the District of Columbia, bearing date May 9, 1873, and passed in cause No. 2969, equity, the undersigned Trustees will offer for sale, at public auction, on THURSDAY, JUNE TWENTIETH, 1889, at FIVE O'CLOCK, on the premises, the following-described property, lying in the District of Columbia, 2½ miles southeast of Anacostia and on the Hamilton road, and lots 4.5, and 2 adjoin each other on the west, and lot 1 adjoins No. 2 on the south. Lot No. 2 contains 22½ acres and is improved by a frame house, stable, &c. The other lots are unimproved with the exception of No. 3, which has three small houses.

Terms of sale: One-third cash; balance in two equal payments in six and twelve months, with interest at 8 per cent from day of sale, and secured by notes or bonds of purchaser or purchasers. A deposit of \$100 will be required from each purchaser at the time of sale. All conveyancing and recording at the cost of purchaser.

C. INGLE, Trustee, 1940. CHANCERY SALE OF VALUABLE SUBURBAN

THOMAS DOWLING, Auctioneer. SALE BY AUCTION OF TWENTY-NINE VALUABLE
BUILDING LOTS ON MERIDIAN HILL, NEAR
BOUNDARY AND THE HEAD OF SEVENTEENTH AND EIGHTEENTH STREETS, NEAR
THE RESIDENCE OF SENATOR J. B. HENDER-SON.
On MONDAY AFTERNOON, JUNE TENTH, 1889, at FOUR O'CLOCK, on the premises, I shall sell twenty-nine Building Lots in William and George W. Linkins' subdivision of lots 10 to 19, in block 4, situated as above, and having a front of 20 feet by an average depth of about 120 feet to an alley, fronting on Champiain and Ontario avenues. This is an opportunity rarely offered to the public to secure valuable sites in one of the best suburban properties around Washington. Plats of this property can be had at my office.

office.
Terms: One-third cash: the residue in one, two, and three years, with notes bearing interest at 6 per cent three years, with notes bearing interest at 6 per cent per annum and secured by a deed of trust on the property sold. All conveyancing and recording at the purchaser's cost. \$50 deposit will be required on each lot at the time of sale.

my28-d&ds THOMAS DOWLING, Auctioneer. BY AUCTION.

I will offer for sale at Public Auction the valuable building lots M, N, and O, in square No. 152, on 18th st., between S and T sts. n. w., in front of the premises, on MONDAY, JUNE TENTH, 1889, at FIVE O'CLOCK P. M. This property has advantages, being corner property, about 85 feet front on 18th st., and running to the depth of about 70 feet, and will be sold as an entirety or separate lots, as may seem desirable.

Terms and particulars at time of sale.

W. O. DENISON, 923 F st. n. w. GEORGE W. STICKNEY, Auctioneer. june4-d&ds

PIANOS AND ORGANS. HALLET & DAVIS' UPRIGHT PIANOS.—FOR A few days more bargains will be given in Hallet & Davis' Pianos to close out entire stock. The public can rely on genuine bargains.

jel H. L. SUMNER, Agent, 811 9th st. n.w.

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UNEQUALED IN TONE, TOUCH, WORKMANSHIP
AND DURABILITY.
Special attention of "Purchasers" is invited to their
"New Artistic Styles," innished in designs of HighEST DECORATIVE ART. Planos for rent. SECOND-HAND PIANOS. - A large assortment, comprising almost every well-known make in the country, in thorough repair, will be closed out at very low figures. SPECIAL INDUCEMENTS offered both in prices and in terms, which will be arranged on EASY MONTHLY INSTALLMENTS when desired.

WM. KNABE & CO., 817 Market Space.

OCEAN STEAMERS.

SHORT ROUTE TO LONDON,

NORDDEUTSCHER LLOYD S. S. CO.

Fast Express Steamers.

To Southampton 'London, Havre', Bremen.

Eider, Tues., June 11, 3 p.m.; Aller, Wed., June 12,

4 p.m.; Werra. Sat., June 15, 8 s.m.; Saale, Wed.,

June 19, 10 s.m.; Eins, Sat., June 22, 2 p.m.; Trave,

Wed., June 26, 4 p.m.

Comfortable staterooms, excellent table, luxurious
saloon appointments. Prices: lst cabin. \$100 and

upward a berth, according to location; 2d cabin. \$50

and \$60 an adult; steerage at low rates. Apply to E.

F.;DROOP, 925 Penn. ave.

HAMBURG-AMERICAN PACKET CO.

EXPRESS SERVICE between New York. Southampton and Hamburg by the new twin-screw steamers
of 10,000 tons and 12,500 horse-power. Fast time to
London and the Continent. Steamers unexcelled for
safety, speed and comfort. REGULAR SERVICE: Every Thursday from New York to Plymouth (London), Cherboury (Paris) and Hamburg. Through tickets to London and Paris. Excellent fare. Rates extremely low, Apply to the

General Office, Hamburg-American Packet C. B. RICHARD & CO., Co., 37 Broadway, N. Y. 61 Broadway, New York, mh30-eo4m EDWD F. DROOP, 925 Pa. ave. n. w. ANCHOR LINE

Anchor Line

Atlantic Express Service.

Liverpool via Queenstown.

Steamship "CITY OF ROME" from New York
Wednesday, June 26, July 24, August 21, Sept. 18.

Saloon passage, \$60 to \$100, Second Class, \$30.

GLASGOW SERVICE.

Steamers every Saturday from New York to
GLASGOW and LONDONDERRY.
Cabin Passage to Glasgow, Londonderry or Liverpool,
\$50 and \$60. Second Class, \$30.

Steerage passage, either service, \$20.

Saloon Excursion Tickets at Reduced Rates.
Travelery Circular Letters of Credit and Drafts
for any amount issued at lowest current rates.
For books of tours, tickets or further information
Apply to Henderson Bros. New York, or
G. W. MOSS, 921 Pennsylvania ave, n.w.,
Washington. mh26-3m

WOOD AND COAL LOBREST DODGE COAL MERCHANT, Wholesale and Retail.

Anthracite Coal of all kinds constantly on hand GEORGE'S CREEK CUMBERLAND COAL FINEST GRADES of SPLINT AND CANNEL COAL. Sewed and Split Wood to Order. Tard and Office, 2008 Water street; Branch Office, 1214 31st street (opposite Fost-office), West WashingRAILROADS.

Baltimore And Ohio Railroad.

Schedule in effect MAY 12, 1889.

Leave Washington from station corner of New Jersey avenue and C street.

For Chicago and Northwest, Vestibuled Limited express daily 11:20 a.m., express 9 p.m.

For Cincinnati, St. Louis, and Indianapolis, express daily, 3:00 and 11:15 pm.

For Pittsburg and Cleveland, Vestibuled Limited express daily 11:20 a.m. and express 8:40 p.m.

For Wheeling, Parkersburg and principal etations on main line, express daily except Monday, at 3:55 a.m.

WALTER B. WILLIAMS & CO., Auctioneers.

TURKISH PARLOR SUITE, SIX PIECES, UPHOLE SIERED IN SILK BROCATELLE, HEAVY SILK SECRETURY SILK SILK SIX PARLOR SUITE, SIX PIECES, UPHOLE SIERED IN SILK BROCATELLE, HEAVY SILK BENCHMERS, AND GENERAL SIX PIECES, UPHOLE SIERED IN SILK BROCATELLE, HEAVY SILK BENCHMERS, SILK PLUSH: HANDSOME MADOLS YELD SILK PLUSH: HANDSOME WALNUT BUFFET, HEAVILY CHEVED. WAINUT PILLAR EXTENSION TAKEN BENCHMERS SILVE, MANUTEL AND GENERAL SILVE SILVE

T. ODELL, General Manager.

THE GREAT
TO THE NORTH, WEST AND SOUTHWEST
DOUBLE TRACK.
SPLENDID SCENERY.
STEEL RAILS. MAGNIFICENT EQUIPMENT.
IN EFFECT MAY 13TH, 1889.
TRAINS LEAVE WASHINGTON, FROM STATION,
CORNER OF SIXTH AND B STREETS, AS FOLLOWS:
For Pittsburg and the West, Chicago Limited Express
of Pullman Vestibuled Cars at 9.50 a.m. daily; Fast
Line, 9.50 a.m. daily to Cincinnati and St. Louis,
with Sleeping Cars from Pittsburg to Cincinnati,
and Harrisburg to St. Louis; daily, except Saturday,
to Chicago, with Sleeping Car Altoona to Chicago,
Western Express, at 7:40 p.m. daily, with Sleeping
Cars Washington to Chicago and St. Louis, connecting daily at Harrisburg with through Sleepers
for Louisville and Memphis, Pacific Express, 10:00
p. m. daily, for Pittsburg and the West, with
through Sleeper to Pittsburg, and Pittsburg to
Chicago.
For Kane, Canandaigua, Rochester and Niagara Falls

For Kane, Canandaigua, Rochester and Niagara Falls daily, except Sunday, 8:10 a.m.

BALTIMORE AND POTOMAC RAILROAD
For Erie, Canandaigua and Rochester daily; for Buffalo and Magara daily, except Saturday, 10:00 p.
m., with Sleeping Car Washington to Rochester.
For Williamsport, Lock Haven and Elmira at 9:50 a.
m. daily, except Sunday.
FOR PHILADELPHIA, NEW YORK AND THE EAST.
7:20, 9:90, 11:00 and 11:40 a.m. 2:50, 4:10,
10:00 and 11:20 p.m. on sunday, 9:90, 11:40
m., 2:50, 4:10, 10:00 and 11:20 p.m. Limited
Express of Fullman Parlor Cars, 9:40 a.m. daily,
except Sunday, and 3:45 p.m. daily, with Dining
Car.

except Sunday, and 3:45 p.m. daily, with Dining Car.

FOR PHILADELPHIA ONLY.

Fast Express 8:10 a. m. week days, and 8:10 p. m. daily. Express 8:10 a. m. week days, and 8:10 p. m. daily. Express 8:10 p. m. daily. Accom. 6 p. m. daily.

For Boston, without change, 2:50 p. m. every day.

For Brooklyn, N. Y., all through trains connect at Jersey City with boats of Brooklyn Annex, afording direct transfer to Fulton street, avoiding double ferriage across New York city.

For Atlantic City 11:00 and 11:40 a. m. week days.

For Baltimore, 6:35, 7:20, 8:10, 9:00, 9:40, 9:50, 11:00, and 11:40 a. m., 12:05, 2:10, 2:50, 3:45, 4:10, 4:20, 4:40, 6:00, 7:40, 8:10, 10:00, and 11:20 p. m. For Pope's Creek Line, 7:20 a.m. and 4:40 p.m. daily, except Sunday.

except Sunday.

For Annapolis, 7:20 and 9:00 a.m., 12:05, 4:20 and 6:00 p.m. daily, except Sunday. Sundays, 9:05 a.m., 4:10 p.m. a.m., 4:10 p.m.

ALEXANDRIA AND FREDERICKSBURG RAILWAY, AND ALEXANDRIA AND WASHINGTON
RAILWAY.

IN EFFECT MAY 12, 1889.

For Alexandria, 4:30, 6:35, 7:45, 8:40, 9:45, 10:57
a.m., 12:04 noon, 2:05, 4:25, 4:55, 6:01, 6:21,
8:02, 10:05 and 11:37 p.m. On Sunday at 4:30,
7:45, 9:45, 10:57 a.m., 2:35, 6:01, 8:02 and 10:05

7:45, 9:45, 10:57 a.m., 2:35, 6:01, 8:02 and 10:05 p.m.

Accommodation for Quantico, 7:45 a.m. and 4:55 p.m. week days. 7:45 a.m. Sundays.

For Richmond and the South. 4:30, 10:57 a.m. daily, and 6:21 p. m. daily, except Sunday.

Trains leave Alexandria for Washington, 6:05, 7:05, 8:00, 9:10, 10:15, 11:07 a.m.; 1:20, 3:00, 3:16, 5:10, 7:05, 8:00, 9:20, 10:32, and 11:05 p. m. On Sunday at 9:10 and 11:07 a.m.; 2:00, 5:10, 7:05, 8:00, 9:20, and 10:32 p. m.

Tickets and information at the office, northeast corner of 13th street and Fennsylvania svenne, and at the station, where orders can be left for the checking of baggage to destination from hotels and residences.

PIEDMONT AIR LINE.

Schedule in effect May 12, 1889.

8:30 a. m.—East Technesses Mail, daily for Warrenton, Gordonsville, Charlottesville, Lynchburg, and stations between Alexandria and Lynchburg, Roanoke, Bristol, Kuorville, Charlottesville, Lynchburg, Roanoke, Bristol, Kuorville, Charlottesville, Lynchburg, Roanoke, Bristol, Kuorville, Charlottesville, Mamphis.

11:24 a. m.—Fast mail daily for Warrenton, Charlottesville, Gordonsville, Stations Chesapeake and Ohio Houte, Lynchburg, Rocky Mount, Danville and Stations between, Lynchburg and Danville, Greenshoro', hairegh. Ash ville, Charlotte, Columbia, Augusta, Atlanta, Birningham, Montgomery, New Orleans, Texas and California, Pullman Sleeper New York to Atlanta, parior cars Atlanta to Montgomery, Pullman Sleeper Montgomery to New Orleans, Pullman Sleepers Washington to Cincinnati via C. and O. Route.

2.35 p. m.—Daily, event Sunday, for Montgomery, Pullman Sleeper Washington to Cincinnati via C. and O.

Route.

2:35 p. m.—Daily, except Sunday, for Manassas, Strasburg and intermediate stations.

7:25 p. m.—Daily via Lynchburg, Bristol and Chattanooga Pullman Vestibule Sicepers Washington to Memphis, connecting thence for all Arkansas points; also Washington to New Orleans.

9:40 p. m.—Western Express, daily for Manassa, Charlottesville, Staunton, Louisville, Cincinnati Pullman Vestibule train Washington to Cincinnati with Pullman Vestibule train Washington to Cincinnati with Pullman Siceper for Louisville.

11:00 p. m.—Southern Express daily for Lynchburg, Danville, Raleigh, Asheville, Charlotte, Columbia, Augusta, Atlanta, Montgomery, New Orleans, Texas, and California. Pullman Vestibule Car Washington to New Orleans, via Atlanta and Montgomery. Pullman Siceper Washington to Birmingham, Ala., via Atlanta and Georgia Pacific Railway.

Trains on Washington and Ohio division leave Washington 9:00 a.m. daily except Sunday, and 4:45 p.m. daily except Sunday, and 4:45 p.m. returning leave Round Hill 6:05 a.m. and 7:20 p.m.; returning leave Round Hill 6:05 a.m. daily and 1:30 p.m. daily except Sunday, arriving Washington 8:30 a.m. and 3:55 p.m.

Through trains from the South via Charlotte, Danville and Lynchburg at 8:03 a.m. and 10:40 p.m.; via Cheapeake and Ohio route and Charlotteeville at 2:35 p.m. and 7:13 p.m. and 6:53 a.m. Strasburg local at 10:15 a.m.

Tickets, sleeping-car reservation and information

POTOMAC RIVER BOATS.

CTEAMER MATTANO, HAVING BEEN REBUILT.
DAYS, and THURSDAYS, at 7 a. m., for Potomac river landings, as far as Mattox creek. Grinder's wharf, Sundays down and Wednesdays up. Brent's and Chapel Point, Thursdays down and Mondays and Wednesdays up. my4-3m JNO. McGAHEE. Agent, 7th st. wharf.

For Baltimore and River Landings. Steamer Sus-Capt. Geogherun, leaves Stephenson's Wharf ever Sunday at 40'clock p. m. For further information STEPHENSON & BRO. 7th st. wh

COR POTOMAC RIVER LANDINGS.

NEW IRON STEAMER "WAKEFIELD"
Leaves 7th-street wharf on MONDAYS, THURSDAYS and SATURDAYS at 7 a.m. Returning TUESDAYS FRIDAYS and SUNDAYS p. m. touching at Rivellandings as far as Nomini Creek, Va., St. Clements, and Leonardtown, Md. Connects with B and O. R. Las Shepherds. See schedule. JOHN B. PADGETT, Action, W. RIDLEY, Manager.

HOUSEFURNISHINGS

COOKING BY GAR

DR. J. B. TENETCE HAS REMOVED HIS DER-tal Office and residence to 1601 Oct. n. w., corner of 16th st. The red herdice page the door my1-km HAVE ASSOCIATED WITH ME DR. JULIAN GARTRELL, Surgeon Dentist, graduate Moryland University of Dentistry. C. U. EKNEDY, D. D. M. May 15-1m 1426 New York eva. B. F.

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